

GALT TRAFFIC!

Published by EAA Chap. 932 at Galt Airport, Wonder Lake, IL. (10C). President: John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVTI@AOL.COM) Editor: Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JHILL1@COMPUSERVE.COM) DISCLAIMER: The information contained herein does not constitute legal, ethical, financial or other professional advice. While intended to be accurate, neither Galt Airport, LLC, EAA Chapter 932, nor any other party assumes any responsibility for its accuracy, nor any liability arising out of the reliance upon same.

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FEBRUARY 1999

OLD BUSINESS

We had to scrub the Air Force Museum trip as we couldn't come up with a full load. Maybe we'll try this again sometime in conjunction with other Chicago area chapters. We found many people just can't take a three day weekend, holiday or not, and due to the length of this trip, it takes at least three days.

The weather was almost spring like for the January meeting, so afterwards we flew up to Watertown for a great lunch at "Steakfire" (see *Galt Traffic*, Sep., '98)

NEW BUSINESS

The next regular **EAA 932 meeting** will be held at 10 AM, Saturday, **Feb. 20** at our hangar at Galt. We'd like to do a little planning for our ambitious summer calendar (see other side) and talk about our building plans. We'll also do a general clean-up of the building. Afterwards, depending on the weather, we'll fly or drive out to lunch.

1999 Dues are due Only \$10 -- What a bargain! Please pay at the Feb. meeting. If you can't make it, drop a check in the mail payable to *EAA 932* and send it to Jeff Hill, Sec., 9610 Hidden Ln., Woodstock, IL. 60098.

MONKEY BUSINESS

There's always plenty of that! Come on out and join us. That's what we're all about -- Fun, Flying and Food!

DO YOU KNOW ABOUT ASRS?

By Cassie Peterson

Most of the time we fly without much conscious consideration of the FARs. We know they are there and operate well within the regulations. However, there is a possibility that even the safest of pilots finds himself in a situation in which an FAR gets "bent" if not broken. If you should have an "incident", what about your license? You know, that little piece of paper that allows you to wander the skies at will. It is very likely that if you are involved in an incident the FAA will find that you have in some way violated one or more of the FARs. There is an

avenue of protection. It is called the Aviation Safety Reporting System (ASRS). The FAA has authorized the National Aeronautics and Space Administration (NASA) to act as an independent third party to monitor and research the aviation system. NASA collects voluntary anonymous reports from users of the system to aid in identifying and correcting any problems.

To encourage pilot participation in this program, the FAA offers a kind of "get out of jail free card". If you are involved in an incident and file a report with the ASRS, you will be protected from being charged with a violation of the FARs. There are some important limitations to remember. The immunity applies only to incidents, NOT accidents (refer to NTSB 830.2 for the official definitions of these terms). Criminal offenses are not covered either. The report must be postmarked within 10 days of the occurrence. It is a good idea to send it "return receipt requested" as proof that you mailed it on time. Pilots may file as many ASRS reports as they like. However, if the FAA charges you with a violation and immunity is granted, you will not be able to take advantage of protection provided by the ASRS for another five years.

You can obtain the NASA ARC Form 227 from any FAA district office (example, DPA or MKE) or request one from : NASA - ASRS, PO Box 189, Moffet Field, CA. 94035. It's a good idea to have a couple of these forms handy should the need arise. If it does, simply fill out the form and mail it within 10 days. On the form you will be required to supply identifying information including your name and address. Upon receipt, NASA date stamps the report and returns the part of the slip with your name as proof of your cooperation. If the FAA contacts you regarding enforcement action, this slip is your "get out of jail free card".

Compliance with ASRS is really a win/win situation. If you think you have done something, such as "busting" an altitude, encroaching on someone's airspace, or testing your off airport landing skills, etc., file an ASRS report. By participating, you can protect your ticket and continue to enjoy your favorite pastime. At the same time you are providing vital information which can be used to remedy deficiencies in the aviation system and lead to safer skies.

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THE 10C 1999 ADVANCE PLANNER

EAA 932 Meets on 3rd Saturdays, 10 AM at Galt
For Winter Fly-Ins in the South and West see the Calendars in
Sport Aviation and AOPA Pilot Magazines

Feb 20 *Chapter Meeting* 10am * Work on Chapt. Bldg.
Mar 20 *Chapter Meeting* 10am * Visit B-17 Project
Apr 4 *Easter Sunday Daylight Savings Time Begins*
Apr 11-17 *Sun 'n Fun*, Lakeland, FL * Want to fly
down as a group? Call Jeff Hill 815/338-3551
Apr 17 *Chapter Meeting* 10am * Preps. for Bomb Drop
May 8 *Young Eagles* 11am-4pm
May 9 *Mother's Day*
May 15 *Chapter Meeting* 10am. *Bomb Drop* 11am
Jun 5 *AOPA Fly-In*, Frederick, MD
Jun 5-6 *Chapter's Oshkosh Work Party Weekend*
Jun 12 *Worldwide Int'l Young Eagles Day* 11am-4pm
Jun 13-22 *Paris Int'l Airshow '99*, Paris, FR
Jun 19 *Chapter Meeting* 10am
Jun 20 *Father's Day*
Jul 10 *Young Eagles* 11am-4pm
Jul 17 *Chapter Meeting* 10am
Jul 24-25 *United States Air & Trade Show*, Dayton OH
Jul 28-Aug 3 *EAA AirVenture '99*, Oshkosh, WI
Aug 14 *Young Eagles* 11am-4pm
Aug 21 *Chapter Meeting* 10am. *Big Pig Roast* 4-6pm
Sep 4-6 *Canadian Airshow and Int'l Expo*, Toronto, ON
Sep 11 *Young Eagles* 11am-4pm
Sep 16-19 *Reno Air Races*, Reno, NV
Sep 18 *Chapter Meeting* 10am
Oct 9 *Young Eagles* 11am-4pm
Oct 16 *Ch. Meeting* 10am *Hayride & Chili Dump* 5pm
Oct 21-23 *AOPA Expo '99*, Atlantic City, NJ
Oct 31 *Daylight Savings Time Ends*
Nov 20 *Chapter Meeting* 10am
Nov 25 *Thanksgiving Day*
Dec 18 *Chapter Meeting* 10am *Christmas Dinner* 7pm
Dec 24 *Christmas Day*
Dec 31 *New Year's Eve*

Fly-In Calendar Resumes in April

The Airborne Epicure:

FAVORITE FLY-OUTS: HELP WANTED!

**** Something Special! ** Probably won't hurt you
*** Worth the trip! * Pack plenty of barf bags

How about writing up your favorite \$100 hamburger fly-out for this column -- or at least, pass on an idea for one? Call Jeff Hill, 815/338-3551 or E-mail at: jjhill@compuserve.com

CELL PHONES AND GENERAL AVIATION

By Jeff Hill

Why can't we use our cell phones in our airplanes? I'll bet the reception would be great! It sure would, and that's the problem. Cell phones are just short range radio transceivers. When you send out a call, a computerized digital switching system automatically connects your call to an available frequency within the best available cell (strongest signal). As you move throughout the coverage area, the central processor is continuously monitoring call quality and the switching to the next best cell is automatic. This is not supposed to be disruptive to your call or its quality so you shouldn't even notice.

If you use your phone in your plane, you have in effect an antenna that is as tall as your altitude and you may be received by dozens of cells. Do you think the computer that bills you for every minute and every detail of every call isn't smart enough to tell what's happening and who's doing it?

But, do take your cell phone with you! This could be a great little piece of survival gear. Imagine yourself just after an emergency off airport landing. The plane is a mess but you managed to save your life. The temperature is below freezing, you're in a field near the edge of a woods and there isn't a house or farm in sight -- and you're hurt! Wouldn't you trade every ELT in the realm for just one 911 call on a cell phone?

Cell phones are a great way to get an IFR clearance at non towered airports. You can copy it right in the run-up block, ready for takeoff. It could also come in very handy if you find yourself at an airport after hours, or one that is unattended with no (working) phone. Don't forget your AOPA Airport Directory for the phone numbers of FBOs & airport authorities (emergency service), taxis, rental cars, restaurants, hotels, etc... AND all FAA towers, FSSs, ARTC Centers, Tracons, etc... PLUS other valuable information. This directory alone is worth the price of a an AOPA membership!

Did you think a cell phone was just "a little too yuppie" for you? Maybe you should reconsider.

THOUGHT FOR THE MONTH

Alan Klapmeier, co founder of Cirrus Design Corp. upon the recent FAA certification of the Cirrus SR20: "... And if it were not for EAA we wouldn't be here. Without EAA general aviation would be gone by now."

JOIN NOW: AOPA 1-800-USA-AOPA

JOIN NOW: EAA 1-800-JOIN EAA

JOIN NOW: EAA 932 815/338-3551

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